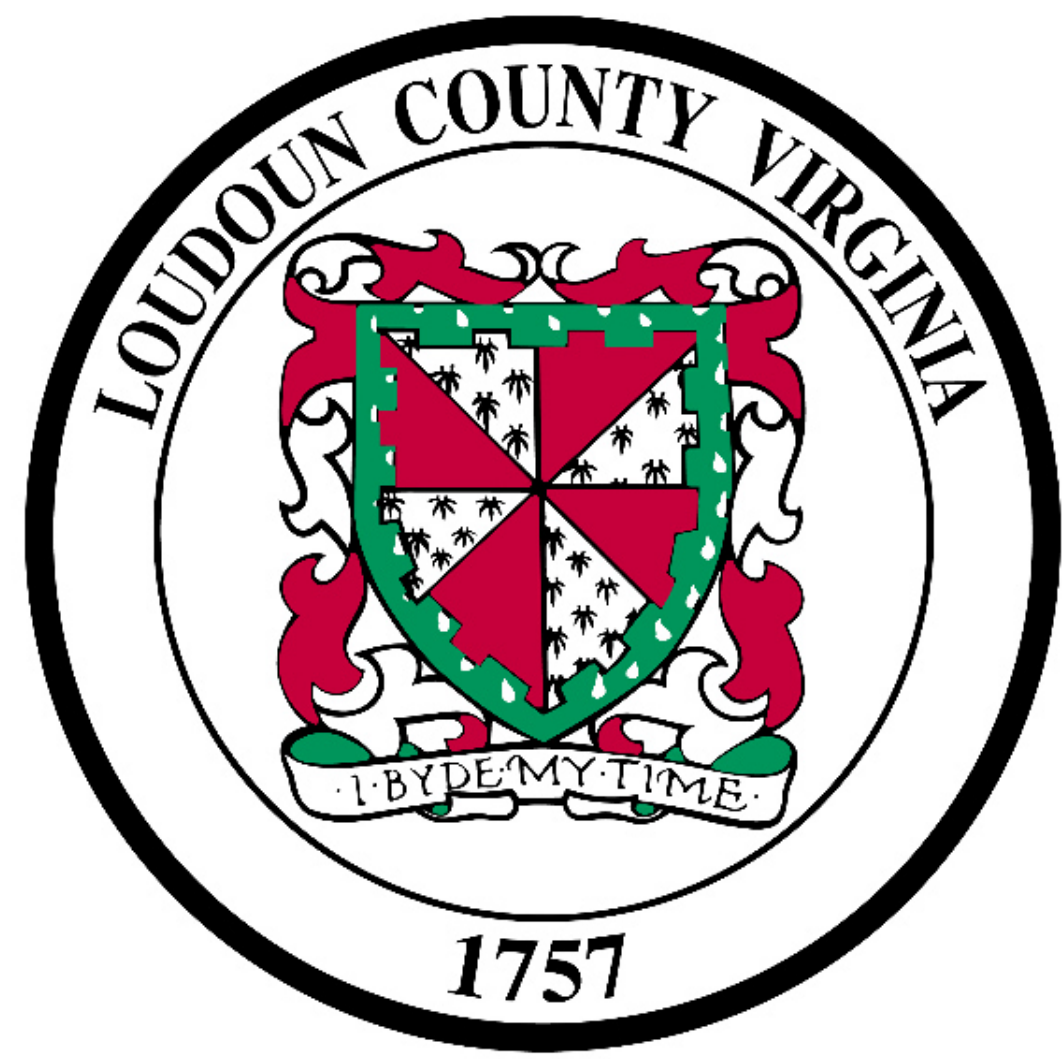


REVISED 2030 COUNTYWIDE TRANSPORTATION PLAN

ADOPTED
JUNE 15, 2010
AMENDED THROUGH
JANUARY 19, 2011
CPAM 2010-0001



NOTES

GENERAL NOTES:

1. Planned roadway alignments shown are conceptual and subject to further engineering. Alignments will be further refined as part of the planning process and through the land development application process.
2. For information on specific transportation policies, see the Countywide Transportation Plan.
3. For additional information concerning specific roadways, see the Planning Guidelines for Major Roadways, Appendix 1 for the Transportation Plan.
4. Reference Town Plans for specific roadways and their elements within town limits.
5. The Freeway network will be considered for further study of alternate lane operations which may include the dedication of high-occupancy vehicle and/or express busway use when new lanes are added.
6. Conceptual Corridors are recommended new corridors that do not substantially follow an existing roadway. Alignments shown are only one possibility. All Conceptual Corridors will require detailed study before any specific alignment is recommended.

SITE SPECIFIC NOTES:

A. The alignments and other design characteristics of Crosstrail Boulevard and Cochran Mill Road will be studied in consultation with the Town of Leesburg and VDOT.

B. Edwards Ferry Road will be studied for alternate typical sections in consultation with the Town of Leesburg and VDOT and with consideration of historic and scenic resources.

C. Location of the Route 7/Route 690 Interchange to be determined by a later study in consultation with the Town of Purcellville and VDOT. A Western Collector Road is being considered in this vicinity by the Town of Purcellville as part of it ongoing planning efforts. County consideration of this proposed facility is pending completion of the Town Plan.

D. Local access, interchange locations and ultimate alignment of Route 606 between Route 28 and Loudoun County Parkway to be determined by later study with consideration of adjacent development/stakeholders.

E. Location of the Western Round Hill Route 7 Interchange and six lane transition to be determined by a later study in consultation with the Town of Round Hill and VDOT.

F. Grade separated options at the intersection of Route 50 and Route 609 to be explored by a later study.

G. The planned road network in the area bounded by the Dulles Toll Road, Route 28, Route 606 and the Fairfax County line is to be determined by later study in coordination with Fairfax County and the Town of Herndon. Elements to be considered include, but are not limited to, an extension of Davis Drive south of Route 606, a possible bridge connection over the Dulles Toll Road into Fairfax County, potential reconsideration of the alignment and ultimate cross section of Rock Hill Road, and potential reconsideration of the ultimate cross section of Route 606.

H. Mooreview Parkway to be constructed as a U4M section between Croson Lane and Old Ryan Road to function as a U4M section in tandem with the parallel segment of Old Ryan Road.

I. An alignment study will need to be performed to determine the ultimate alignment of Lockridge Road.

J. An alignment study will need to be performed to determine the ultimate alignment of Riverside Parkway and Lexington Drive in this vicinity.

K. Grade separated and/or rotary options at the intersection of US Route 15 (Leesburg Bypass) and US Route 15 Business (North King Street) to be explored by later study.

L. Functionality of planned interchanges within the Route 50 limited access corridor between Loudoun County Parkway and North Star Boulevard to be reviewed by later study.

M. The Town of Leesburg has proposed an amendment to the Town Plan to remove the section of Trailview Boulevard between Battlefield Parkway and Keystone Drive.

Jefferson County, WY

Frederick County, MD

Clarke County, VA

Fauquier County, VA

RURAL AREA

TRANSITION AREA

Prince William County, VA

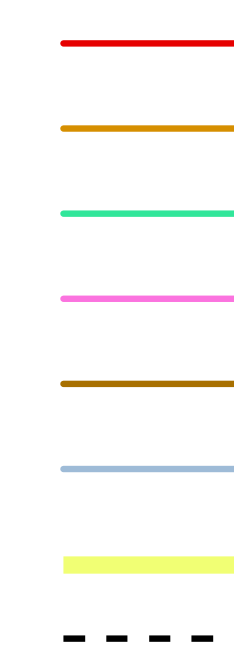
Montgomery County, MD

Fairfax County, VA

LEGEND

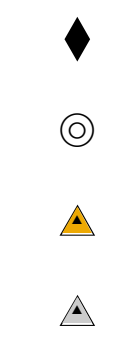
ROADWAY ELEMENTS

CTP ROADS



2030 PLANNED # OF LANES

10 LANES
8 LANES
6 LANES
4 LANES
3 LANES
2 LANES
FREEWAY
(See Note 5)
CONCEPTUAL CORRIDORS
(See Note 6, Color Indicates Number of Lanes)

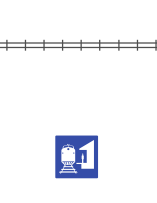


EXISTING/PLANNED INTERCHANGE
EXISTING/PLANNED ROUNDABOUT
VIRGINIA SCENIC BYWAY
PROPOSED SCENIC BYWAY

ULTIMATE ROADWAY GEOMETRY

U = URBAN (Curb & Gutter)
R = RURAL (Shoulder & Ditch)
4 LANES IN 120' RIGHT OF WAY OR
6 LANES IN 200' RIGHT OF WAY
M = MEDIAN DIVIDED
2 3 4 6 8 10 = TOTAL # OF LANES

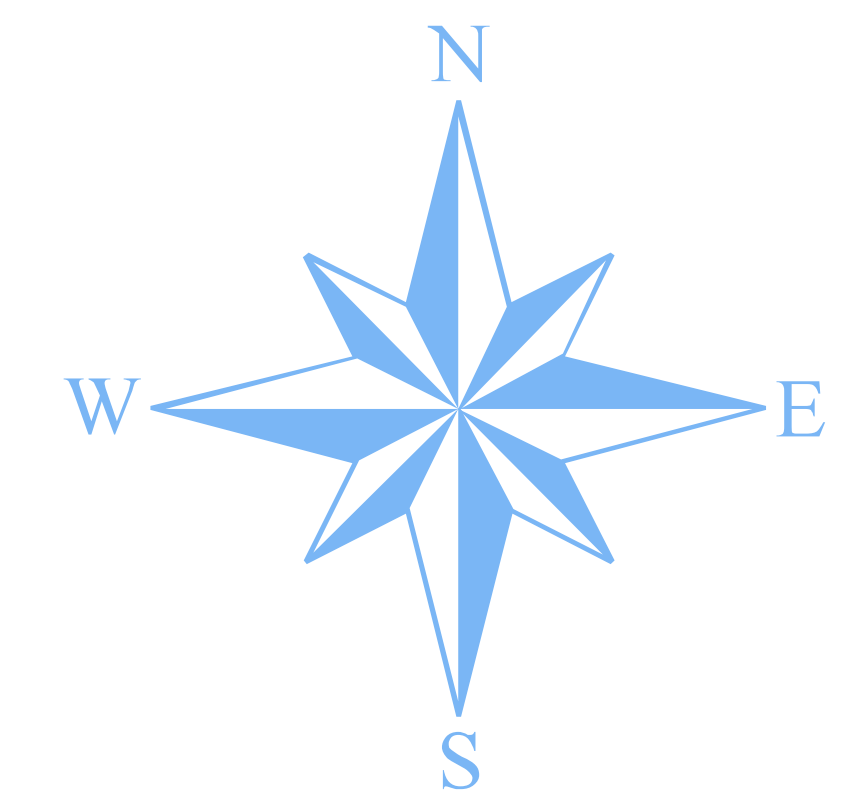
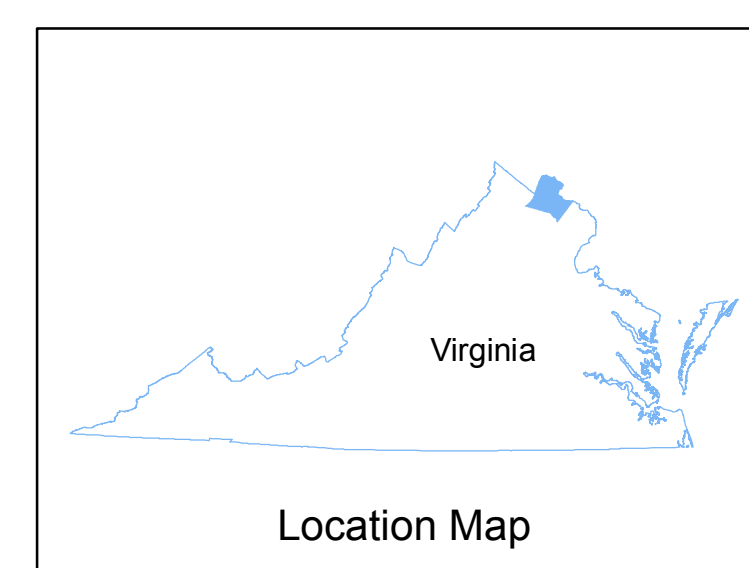
TRANSIT ELEMENTS



PROPOSED METRORAIL ALIGNMENT
PLANNED METRORAIL STATIONS
W&OD TRAIL

EXISTING POWER LINES

Suburban Policy Area Communities, Transition Policy Area and Town Joint Land Management Areas (JLMA) are shown with shaded backgrounds.



Miles
0 1 2 3

Meters
0 2,000 4,000
1,000 3,000